Parking problem in Delhi

†1775. SHRI JAI PARKASH AGGARWAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that the problem of parking in the Capital, Delhi is still prevalent;

(b) if so, the details thereof and the reasons therefor; and

(c) whether Government propose to take any steps to get rid of the problem of parking by constructing multi-storey parking in the Capital, Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) According to reports received from Municipal Corporation of Delhi (MCD), New Delhi Municipal Council of Delhi (NDMC) and Delhi Development Authority (DDA) the problem of parking in Delhi is due to the fact that rate of growth of parking site/spaces is less compared to the growth in the number of personal vehicles of the citizens due to changing socio-economic status.

(c) DDA has reported that a Report on parking policy has been prepared by the Government of NCT of Delhi. MCD has reported that steps have been taken to develop multi-level parking at various sites namely:

(i) Mandelia Park, Kamla Nagar
(ii) Parade Ground
(iii) Ram Lila Ground
(iv) M-Block Market, Greater Kailash-I
(v) Shastri Park, Karol Bagh
(vi) South Extension, Part-I and II

NDMC has also taken steps to provide various kinds of parking facilities namely:

(i) Parking on designated sites

(ii) Underground parking

(iii) Kerb side parking along roads

(iv) Parking lots in markets and along the roads located in the markets

(v) Parking in residential areas

† Original notice of the question was received in Hindi.

Apart from this, integrated parking infrastructure has been proposed under public-private partnership at three identified locations; namely KG. Marg, Baba Kharag Singh Marg and Sarojini Nagar.

DDA has proposed 90 Multi-level parking sites in the areas under its jurisdiction at various District Centres.

Change of land use

†1776. SHRI JAI PARKASH AGGARWAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Central Government have taken or propose to take any steps to change the land use keeping in view the rising demand of land for opening educational and social institutions, guest houses, hotels, etc. in the capital city of Delhi;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) The development of Delhi in a planned manner is guided by the Master Plan of Delhi prepared under the provisions of the Delhi Development Act, 1957 which *inter alia* provides fora land use plan. The Master Plan of Delhi has been modified from time to time taking into account the evolving needs, including provisions for permitting motels in agricultural/rural use zones, guest houses, nursing homes and pre-primary schools in residential use zones and hotels in commercial use zones, public and semi-public facilities and transport nodes.

Launching of Bus Rapid Transit (BRT) system project in Bangalore

1777. DR. VIJAY MALLYA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that the United Nations Environment Programme—Global Environment Facility (UNEP-GEF) has decided to finance one million US dollars to the proposed Bus Rapid Transit (BRT) system project in Bangalore;

(b) whether The Energy and Resource Institute (TERI) has submitted its feasibility report on BRT;

† Original notice of the question was received in Hindi.